

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, FEBRUARY 24, 2004**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, February 24, 2004, commencing at 7:00 a.m.

A. ROLL CALL

Present: Council Members – Beckman, Howard, Land, and Mayor Hansen

Absent: Council Members – Hitchcock

Also Present: City Manager Flynn, Interim City Attorney Schwabauer, and City Clerk Blackston

B. CITY COUNCIL CALENDAR UPDATE

City Clerk Blackston reviewed the weekly calendar (filed).

C. TOPIC(S)

NOTE: Items were heard out of order as listed.

C-2 "Traffic improvements at Maxwell Street and Stockton Street"

Public Works Director Prima recalled that Council previously took action to abandon a portion of Neuharth and Ackerman Drives to create a cul-de-sac at Maxwell Street. Staff was advised to return to Council with recommendations for traffic improvements prior to the abandonment taking place.

Paula Fernandez, Traffic Engineer, reported that in January staff held a public information meeting to discuss alternative traffic safety improvements and gather input from the businesses affected by the abandonment. Over 15 businesses attended the meeting. A 64-foot truck test in the field indicated that additional no parking was needed at Maxwell Street and Ackerman Drive (i.e. 20 feet on each street). Widening Maxwell Street at the intersection will accommodate larger trucks. Staff intends to return to Council in closed session to discuss right of way acquisition. Any modifications that are made at the intersection of Maxwell and Stockton Streets would need to be implemented prior to the start of Cottage Bakery's construction. Cottage Bakery plans to have the abandonment complete by spring 2004.

Ms. Fernandez noted that the level of service methodology is described in the staff report (filed). Maxwell and Stockton Streets intersection operates at a level of service C. Traffic counts were taken in the winter. A seasonal adjustment was made because there are higher volumes in the summer. Staff recommends the improvements as shown on Exhibit B (filed), i.e. 100 feet on the north side of Maxwell Street, 46 feet on the south side of Maxwell Street, and 17 feet on the west side of Stockton Street. These changes will result in a loss of eight parking spaces and will accommodate the stripping modifications that are being recommended for the intersection. Once improvements on the east side are made, 49 parking spaces will be gained between Almond Drive and Elgin Avenue.

Council Member Howard advocated a crosswalk and suggested that the type that has illuminated lights be considered. She felt this was necessary to provide a reasonable form of safety, particularly with the number of parking spaces being added on the east side of the Stockton Street.

PUBLIC COMMENTS:

- Byron Weisz of Cen-Cal Fire Systems stated that he would prefer not to lose the 17 feet in front of his building and hoped that it would be done as a last effort to solve the problem. He reported that two weeks ago on a Thursday at 6:30 p.m. the traffic was backed up from Kettleman Lane past Almond Drive. It took him five minutes to make a left-hand turn on Almond Drive. He believed that traffic studies should also include baseball and soccer season (at Salas Park) and when vehicles have been diverted to these streets due to an accident on Highway 99. Mr. Weisz noted that he has been driving in and out of the intersection since 1979 and has noticed that traffic has dramatically increased since the new homes and school have been built. He recommended that the speed limit be posted at 35 mph. In addition, he encouraged Council to acquire the property on the north side of Maxwell Street and believed that it should have been a condition of the abandonment being accepted in the first place.

Mr. Prima stated that an updated speed survey would be done on Stockton Street once the improvements are complete. He noted that the improvements as recommended on Exhibit B can be done without further Council action. Staff may return to Council for discussion and possible approval of a crosswalk.

Mayor Hansen stated that radar enforcement would be done in an attempt to impact and slow down traffic.

- Phil Pennino asked whether it would be considered jaywalking to park on the east side of Stockton Street and walk directly across the street, rather than using the proposed crosswalk. Mayor Hansen replied that it would not be considered jaywalking.

C-1 "Traffic improvements at Elm Street and Mills Avenue"

Paul Fernandez, Traffic Engineer, reported that the City has an opportunity to accept a Federal Safe Route to School grant for safety improvements at the Elm Street and Mills Avenue intersection. The grant is in the amount of \$128,700 for intersection bow-outs or curb extensions with a local match of approximately \$14,300, for a total of \$143,000. Staff is concerned about traffic impacts from Millswood Middle School once it opens in July.

Ms. Fernandez stated that the advantages of the bow-outs are: 1) they provide a shorter distance for pedestrians to cross the street, 2) they reduce the speed of turning cars, and 3) they can reduce the number of approaching cars. Ms. Fernandez noted that right-turn vehicles can be eliminated by constructing a larger bow-out. Disadvantages include: 1) it is difficult for trucks to turn right, 2) traffic can be delayed if the bow-outs are extended, which eliminates right-turn movements, and 3) pedestrians tend to be closer to turning vehicles. Ms. Fernandez noted that mitigation to this would be to install bollards at the corners. Advantages to a signal include: 1) improving traffic flow, 2) pedestrians are provided a designated time to cross, and 3) air quality improvement. Disadvantages to a signal are: 1) they can cause an increase in rear-end collisions, 2) the severity of collisions are higher because speeds are higher, and 3) increase in maintenance costs.

Ms. Fernandez reported that staff met with principals and the resource officer for the schools affected. Reese School wants bow-outs and a traffic signal. Millswood Middle School prefers the bow-outs only, as they are concerned that parents would not be able to exit onto Mills Avenue if a signal is installed at the intersection.

Staff performed afternoon and evening peak counts and calculated the level of service using the projections. Existing conditions at the intersection are at a level of service C. With a two-face signal the level of service would be improved to B. If arrows were added to the signal, the level of service would decrease because the delay would be higher. There will be heavy southbound left-turn movement at Mills Avenue and Elm Street, which will likely

require a left-turn lane on Mills Avenue. Staff is concerned that if the bow-outs are implemented and they are too large, it will limit options later if they need to be removed for a left-turn lane. Ms. Fernandez suggested that a request for an extension on the grant be made to allow time to obtain accurate counts after Millswood Middle School opens. In addition, a request could be made to change the scope to either a traffic signal, or a traffic signal with bow-outs.

Council Member Howard voiced a preference for a signal without bow-outs, because it would allow for making a right turn independently from the signal.

Mr. Prima replied that given the number of school children in the area, staff would seriously consider prohibiting right turns on a red light.

Council Member Land and Mayor Hansen favored Option B as indicated in the staff report, i.e. traffic signal and bow-outs.

PUBLIC COMMENTS:

- Steve Herzfeldt stated that he has children that will be going to both schools. He expressed concern that if improvements are not made at the intersection, traffic will back up and impatient parents will let their children out of their cars creating a safety issue. He recommended that an extension request of the grant be made so that additional studies and projections can be conducted prior to deciding on a design for the intersection.
- Charlie Swimley stated that he has two children that attend Reese Elementary School. He reiterated that statistics show that traffic accidents increase when there are signalized intersections. This has been evidenced at Ham Lane and Century Boulevard where there has been an increase in accidents after the signal was installed. He noted that there is a drop off area just east of Mills Avenue and if cars were traveling 35 mph in an area where vehicles were entering back into the traffic flow, it would create a safety hazard. A signal would improve the level of service only during the peak p.m. period. At all other times during the day the level of service would remain at C. He stated that there are other options that would be less expensive and improve the traffic flow, such as adding left-turn lanes. He expressed concern that signalized intersections create a more fluid environment for young students to negotiate. In addition he indicated that he would be opposed to allowing a right turn on red at a signal. He recommended that a grant extension be requested to allow time to obtain actual data once the Millswood Middle School opens.

Mr. Prima also recommended that a grant extension be made and more analysis be conducted. He did not believe it was necessary to get Council direction to do so.

Wally Sandelin, City Engineer, recognized Paula Fernandez and Tiffani Fink for their efforts in securing grant funds.

D. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

E. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 8:02 a.m.

ATTEST:

Susan J. Blackston
City Clerk

Mayor's & Council Members' Weekly Calendar

WEEK OF FEBRUARY 24, 2004

Tuesday, February 24, 2004

- 7:00 a.m. Shirtsleeve Session
1. Traffic improvements at Elm Street and Mills Avenue
 2. Traffic improvements at Maxwell Street and Stockton Street
- 5:30 – 7:00 p.m. Grand Opening and Ribbon Cutting of Crossroads, 801 South Fairmont, Suite 9.

Wednesday, February 25, 2004

Thursday, February 26, 2004

- 5:30 – 7:00 p.m. Grand Opening and Ribbon Cutting of Jan's Sweet Treasures, 18 Elm Street.

Friday, February 27, 2004

- 6:00 p.m. **Hansen.** San Joaquin Council of Governments 5th Annual Regional Excellence Awards, Hutchins Street Square ~ Kirst Hall. Dinner will begin at 7:00 p.m., recognition presentations at 8:00 p.m.

Saturday, February 28, 2004

Sunday, February 29, 2004

Monday, March 1, 2004

Disclaimer: This calendar contains only information that was provided to the City Clerk's Office.

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CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Elm Street and Mills Avenue Traffic Safety Improvements
MEETING DATE: February 24, 2004 (Shirtsleeve Session)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: None

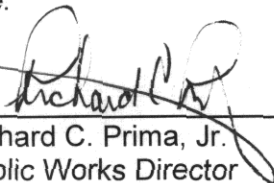
BACKGROUND INFORMATION: The City has an opportunity to accept a federal grant for safety improvements at the Elm Street and Mills Avenue intersection. The Safe Route to School (SR2S) grant is in the amount of \$128,700 for intersection bow-outs or curb extensions with a local match of approximately \$14,300, for a total of \$143,000. This intersection is immediately adjacent to Reese Elementary School and south of the new Millswood Middle School. We have contacted the State to determine if the project scope can be changed.

The purpose of the meeting is to review several options with Council and gather input on the direction we wish to pursue. As described in the attached summary, there are three options:

- Bow-outs or curb extensions
- Traffic signal with bow-outs
- Traffic signal

The attached aerials show two options. At the meeting, staff will provide more information about changing the scope. The City also has the option to request a funding extension to allow time to obtain accurate traffic information, given the middle school has not opened.

FUNDING: Not applicable at this time.

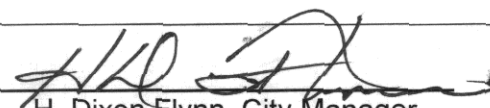

Richard C. Prima, Jr.
Public Works Director

Prepared by Paula Fernandez, Senior Traffic Engineer

RCP/PJF/pmf

Attachments

cc: LUSD Facility Planning
Principal Bordner
Principal Flemmer
Police Officer Whisler

APPROVED: 
H. Dixon Flynn, City Manager

Elm Street and Mills Avenue Traffic Safety Improvement Summary

Background Information:

The City has an opportunity to accept a federal grant for safety improvements at the Elm Street and Mills Avenue intersection. The Safe Route to School (SR2S) grant is in the amount of \$128,700 for bow-outs or curb extensions for this intersection. The total project cost is \$143,000 with a local match (approximately 11%).

This intersection is located adjacent to Reese Elementary School within a residential area. Currently, a new school, Millswood Middle School, is under construction on Mills Avenue just north of the intersection. At the end of the summer 2004, Millswood Middle School will be completed and Woodbridge Middle School students will start attending this school.

This intersection will experience an increase in traffic. In addition to these two schools, Lodi High School and General Mills traffic utilizes this intersection. The dismissal and shift times are within minutes of each other. Currently, Reese students are dismissed at 2:45 p.m., and Woodbridge Middle School dismisses at 2:15 – 2:20 p.m. Reese will change to a modified traditional system in two years dismissing at 2:15 – 2:20 p.m. Lodi High starts at 7:20 a.m. and dismisses at 2:10 p.m. General Mills shift changes are at 7:00 a.m., 3:00 p.m., and 10:00 p.m.

Currently, the intersection meets the minimum guidelines for a traffic signal. It is on the City's Signal Priority List and ranked number seven of twelve.

Project Schedule/Deadline:

The grant requires the construction contract be awarded by September 2004, otherwise a project extension request needs to be submitted to the State by July 2004. An extension allows time for staff to obtain accurate traffic information since Millswood School has not opened.

Project Scope:

City staff is working with the State to determine if the project scope can be changed to include a traffic signal with and without bow-outs. The following safety improvement options have been reviewed with both the Reese Elementary and Woodbridge Middle School principals and the LUSD/City Resource Officer:

Options

A. Bow-outs (curb extensions):

- ◆ 6-foot bicycle lanes on each approach
(Provides no room for motorists to turn right if other motorists are stopped and turning left or traveling through intersection.)
- ◆ 10-foot bicycle lanes on each approach
(Provides room for motorists to turn right with other motorists stopped.)

B. Traffic signal and bow-outs

C. Traffic signal

The advantages and disadvantages for both types of improvements are shown below:

Bow-Out Advantages

- Provides shorter distance for pedestrian to cross street by reducing street width
- Reduces speeds since motorists need to slow down to make turns
- Reduces number of motorists stopped at one time at the intersection causing driver confusion. Whose turn is it? (One bow-out option will reduce the number of vehicles stopped at one time – 6 cars stopped vs. 10 stopped at one time currently.)
- Improves visibility of crossing guards and pedestrians

Bow-Out Disadvantages

- Difficult or impossible for trucks to turn right (May need to restrict trucks with signage similar to downtown restriction)
- Delay traffic by eliminating free right turns and can irritate drivers
- Without bollards installed around corners, pedestrians are not protected from turning cars

Signal Advantages

- Improves traffic flow
- Provides pedestrians with designated time to cross
- Improves air quality by reducing stop-and-go traffic (pollutants)

Signal Disadvantages

- May cause more rear-end collisions
- May cause higher speeds immediately prior and after intersection
- Increased maintenance costs for City

Sample Locations:

Currently, at Elm Street and School Street, there are bow-outs with a multi-way stop control. At Pine Street and School Street, there is a traffic signal with bow-outs.

Recommendations:

After meeting with City staff, the principals reviewed the options with their school staff and site council. The Reese Elementary School recommends a traffic signal. They prefer a signal with bow-outs. At the shirtsleeve meeting, staff will have additional comments.



Elm Street at Mills Avenue (Looking East)
Bow-outs & Bollards

Option A



Elm Street at Mills Avenue (Looking East)
Traffic Signal & Bow-outs

Option B



**CITY OF LODI
COUNCIL COMMUNICATION**

AGENDA TITLE: Traffic Improvements at Maxwell Street and Stockton Street

MEETING DATE: February 24, 2004 (Shirtsleeve Session)

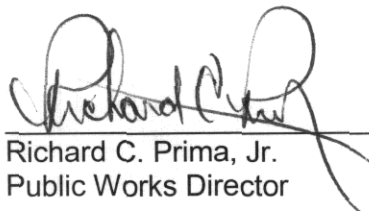
PREPARED BY: Public Works Director

RECOMMENDED ACTION: None

BACKGROUND INFORMATION: At the November 5, 2003, Council meeting, the abandonment of Neuharth Drive and a portion of Ackerman Drive was approved. City Council directed staff to research traffic safety improvements for Maxwell Street and Stockton Street as a result of public comments. In January 2004, City staff hosted a public information meeting to discuss alternative traffic safety improvements and gather input from the businesses affected by the abandonment. Attached is a summary describing the recommended traffic safety improvements. Exhibit A summarizes the comments and responses received at and after the meeting.

At the Shirtsleeve Session, staff will present to City Council the recommended improvements shown in Exhibit B. Staff plans to implement the improvements prior to the abandonment.

FUNDING: To be discussed at the Shirtsleeve Session.


Richard C. Prima, Jr.
Public Works Director

Prepared by Paula J. Fernandez, Senior Traffic Engineer

RCP/PJF/pmf

Attachments

cc: Affected Property Owners/Tenants

APPROVED: _____
H. Dixon Flynn, City Manager

Maxwell Street and Stockton Street Traffic Safety Improvement Summary

Background Information:

At the November 5, 2003, City Council meeting, City Council approved the abandonment of Neuharth Drive and a portion of Ackerman Drive. As a result of public comments, Council directed staff to research traffic safety improvements for Maxwell Street and Stockton Street. In January 2004, City staff hosted a public information meeting at Lodi Tent and Awning Company with approximately fifteen business owners and tenants. The purpose of the meeting was to discuss alternative traffic safety improvements and gather input from the businesses affected by the abandonment. Exhibit A summarizes the responses to comments received during and after the meeting.

At the meeting, Kishida Trucking Company offered to assist City staff with a field test to determine if the recommended striping and no-parking restrictions can accommodate turning trucks. Based on the test results, additional parking restrictions will be required but striping dedicated eastbound turn lanes is not recommended. Exhibit B presents the recommended striping changes. Additional corner improvements on the north side of Maxwell Street at Stockton Street will accommodate larger trucks. Staff will be meeting with Council to discuss additional right of way required to accommodate these improvements.

Construction/Improvement Schedule:

Cottage Bakery plans to complete the Ackerman Drive/Neuharth Drive improvements this spring. City staff intends to implement the traffic safety improvements prior to the abandonment.

Data Collection/Traffic Study:

Traffic counts were conducted for the November 2003, Council meeting, as shown in Exhibit 1. Exhibit 2 shows the redistributed volumes with the Neuharth Drive abandonment.

The Maxwell Street and Stockton Street intersection was analyzed using the methodology in the Highway Capacity Manual (HCM). To determine the accuracy of the methodology, a delay study was conducted in December 2003 and compared to the calculated data at the intersection. The delay study confirmed actual measured delay was similar to the calculated delay based on the HCM methodology.

To assess the existing and projected conditions, Level of Service (LOS) was calculated for the intersection. Level of Service is a qualitative measure of traffic congestion at an intersection. A letter grade "A" through "F" corresponds to progressively worsening traffic operating conditions. The City of Lodi has established LOS "C" as an operational standard. As shown in Table 1, LOS A, B, and C are considered satisfactory to most motorists with minimal delay. LOS F is associated with severe congestion and delay and is unacceptable to most motorists. The overall intersection delay is calculated taking into account those vehicles traveling through the intersection, as well as those

stopped on the side street. Table 2 presents the Maxwell Street and Stockton Street intersection operations. All improvements will provide LOS C.

Study Results:

The intersection's critical movement is on the minor street (Maxwell Street) with the stop control. All striping improvements on Stockton Street such as a left turn lane, have little affect on the delay and overall LOS. A seasonal adjustment factor was used to provide a worst case scenario at the intersection. By providing additional room on Maxwell Street for dedicated right and left turn movements, the overall delay remains the same, however, the delay for the right turn vehicles reduces by half. Staff's original concept was to provide separately striped turn lanes on Maxwell Street. After performing the truck field test, it was determined separate lanes should not be striped in order for the trucks to make the right onto Stockton Street. Staff recommends installing the following parking restrictions as shown in Exhibit B:

- ◆ 46 feet no-parking on the south side of Maxwell Street
- ◆ 100 feet no-parking on the north side of Maxwell Street
- ◆ 17 feet no-parking on Stockton Street south of Maxwell Street

Additional no-parking restrictions at the southeast corner of Maxwell Street and Ackerman Street are also recommended to accommodate turning trucks.

Along Maxwell Street and portions of Stockton Street, the on-street parking demand is high. Parking removal is a concern for the surrounding businesses. However, an additional 49 parking spaces will be provided with the completion of the east side of Stockton Street adjacent to the new residential development north of Almond Drive.

The affected businesses have requested a crosswalk be placed on Stockton Street at Maxwell Street. However, staff is concerned about marking a crosswalk and pedestrians feeling a false sense of security within the marked crosswalks. Staff recommends installing pedestrian signs instead of the marked crosswalk.

TABLE 1
LEVEL OF SERVICE CRITERIA FOR STOP CONTROLLED INTERSECTIONS

LOS	AVERAGE CONTROL DELAY (sec/veh)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

TABLE 2
MAXWELL STREET AND STOCKTON STREET INTERSECTION OPERATIONS

CONDITION	LOS	DELAY (seconds/vehicle)
Existing (12/10/03)	C	18.8
Measured Delay (12/10/03)		13.6 to 21.5 (Avg 14.2)
Adjusted existing volumes *	C	21.8
Maxwell Improvements (add'l turn lane)	C	18.2
Stockton Improvements (add'l turn lane)	C	18.8
Maxwell/Stockton Improvements (add'l turn lanes)	C	18.2
Adjusted volumes/improvements **	C	21.0 (12.3 s/v rt ln)
Adjusted volumes (Neuharth abandonment)***	C	20.2 (11.9 s/v rt ln)
Adjusted vols (Neuharth abandonment), ex. geometrics ****	C	21.6

* Seasonal adjustment, increased the winter volume by 12% based on control counts.

** Improvements include turn lanes on both streets and seasonal volume adjustment.

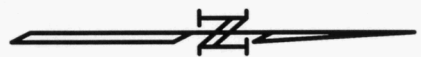
*** Redistributed the Neuharth volumes to Maxwell with turn lanes both streets.

**** Redistributed Neuharth volumes to Maxwell and existing geometrics.

Public Meeting (January 12, 2004)		
<i>Note: Italic responses provided after the meeting.</i>		
<u>Public Comments</u>		<u>Response to Comments</u>
1	Will parking be eliminated when Stockton Street is widened to four lanes?	1 Stockton Street will not need to be widened to four lanes in the immediate future. The street can accommodate four travel lanes without affecting parking. The near term improvements include installing a turn lane with one travel lane in each direction and parking on both sides of Stockton Street.
2	Stockton Street volumes are going to increase and parking is not an issue.	2 Comment only, no response needed.
3	Need to account for diverted traffic on Stockton Street.	3 <i>Traffic projections include diverted traffic.</i>
4	Trucks are longer than 50 feet, closer to 72 feet. The proposed 50 feet turn pocket may be too short.	4 <i>Kishida Trucking and city staff performed truck test in field and determined 50 foot centerline will accommodate truck turns. However, separate eastbound striped lanes will not accommodate trucks turning right from Maxwell Street to Stockton Street.</i>
5	The city should construct a traffic signal at Stockton Street and Maxwell Street.	5 A better location for a traffic signal on Stockton Street is at Century Blvd or Almond Dr.
6	Did not get response from City Council on access from Maxwell St. to Stockton St. and that is the issue. Concerned the traffic studies were not done until after City Council approved the Neuharth Dr. vacation.	6 City staff performed traffic studies for the City Council meeting. Additional studies were performed after the Council meeting and the results presented at the public information meeting.
7	Will street parking be provided along the proposed cul-de-sac?	7 No, the plan is to have no parking in cul-de-sac.
8	Feels street parking should be provided in the proposed Ackerman Dr. cul-de-sac adjacent to the vacant lot for the future business.	8 <i>The city recommends no parking in the cul-de-sac to provide additional room for trucks. The vacant lot adjacent to the cul-de-sac is owned by Cottage Bakery and will be fenced.</i>
9	Feels street parking is important.	9 Comment only, no response needed.
10	Is this going to be a permanent solution?	10 Nothing is permanent. The improvements shown at the public meeting is a starting point and staff is asking for business' input.
11	What would it take to widen Maxwell?	11 The property owner is at the meeting and is willing to discuss the issue with the city.
12	What is the future speed limit on Stockton Street? Speeding is a problem on Stockton Street, now.	12 Currently, the posted speed limit 40 mph. City staff follows the California Vehicle Code regulations and State of California Dept. of Transportation guidelines to determine the posted speed limit. There are strict requirements that do not allow cities to arbitrary set the speeds without performing an engineering and traffic survey. It's based on what the majority of the drivers are driving (85th percentile speed) and conditions not apparent to the driver. The drivers may tend to slow down once a center turn lane is installed. On Stockton Street, north of Kettleman Lane in front of Blakely Park, the posted speed is 35 mph. <i>The roadway has a turn lane similar to what the city is proposing south of Kettleman Lane.</i>

13	Concerned about trucks turning from Maxwell to Stockton and Stockton to Maxwell. May not be able to legally turn a 70 foot truck with proposed striping.	13	<i>Kishida Trucking and city staff performed a truck test in field (64 ft truck) and determined additional (16.5 ft.) no parking is needed on Stockton Street south of Maxwell Drive. On the north side, 100 ft no parking and on the south side, 46 ft of no parking needed on Maxwell Dr to accommodate trucks. Additional corner improvements are needed at Maxwell Street to accommodate larger trucks.</i>
14	Feels a traffic signal at Almond and Stockton will slow down traffic on Stockton and help divert traffic using Stockton St as a short cut.	14	Comment only, no response needed.
15	Where are the Stockton/Almond and Stockton/Century intersections on the Signal Priority List?	15	They are not on the signal priority list. The city staff studied the intersections and they ranked 6 (Almond) and 7 (Century) of thirteen. See response 23 for additional information.
16	There must be a traffic signal at Stockton Street and Maxwell Drive intersection.	16	Traffic signal construction cost \$200,000 and the traffic volumes are low on Maxwell Street.
17	What is the City's liability for not having a traffic signal at Maxwell Drive if someone gets hurt?	17	No different than any other public intersection or street.
18	What kind of agreement does the City and Cottage Bakery have?	18	The agreement has not been executed. Elements of the agreement will include entrance identification, response time, definition of emergency, and no intermittent opening of emergency gate to allow Cottage Bakery trucks to exit the industrial campus.
19	Existing conditions do not accommodate the 70 foot trucks at this time.	19	Comment only, no response needed.
20	Cen-Cal indicated, prior to relocating to current location, they had discussion with city staff about the need to retain street parking for their employees. Does not want to lose any more street parking if it's not a problem now. The business owners are working it out themselves. Acknowledged that street parking is public parking.	20	There is no guarantee that parking will be retained on the public street. City staff may recommend removal of parking for safety reasons and public need.
21	100 ft no parking on the north side of Maxwell Drive and 100 ft no parking on the west side of Stockton St south of Maxwell Drive are needed to provide room for trucks.	21	<i>Truck test indicated 100 ft no parking on the north side of Maxwell Drive and only an additional 16.5 ft on the west side of Stockton Street are needed to accommodate trucks. Additional corner improvements at Maxwell Street will accommodate larger trucks.</i>
22	Need to provide a second outlet from Ackerman Dr at the north side of Cottage Bakery Property (1800 Ackerman Dr).	22	No response.
23	Where would Almond/Stockton and Century/Stockton rank on the Signal Priority Study?	23	Currently, there are fourteen intersections on the Study List with two already constructed, one out to bid for construction, and one designed/waiting for funds. <i>City studied and intersections ranked 6 (Almond) and 7 (Century) of thirteen excluding three already constructed or out to bid .</i>
Additional Comments Sent to City			

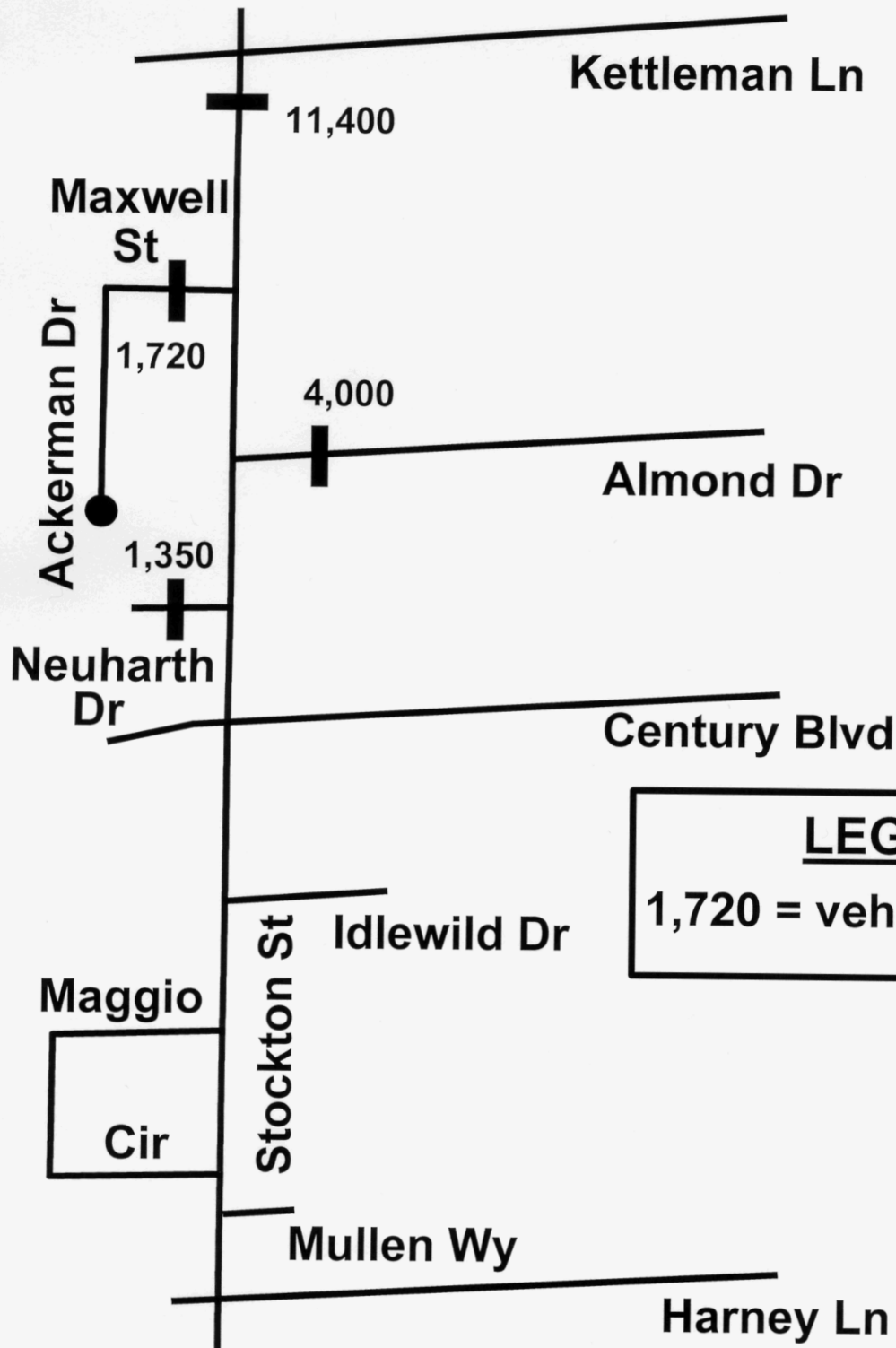
24	You must pull almost into traffic off Maxwell St. to see to go north on Stockton St., still would be a bad situation after all the work is done	24	<i>Removal of parking improves visibility, however, there is not an accident problem at intersection due to visibility. Staff recommends additional no parking on Stockton St to accommodate truck turning.</i>
25	We would like the City to leave Maxwell Street "as is" vs the suggested "two (eastbound) turn lane" option. Need at least 100 ft of no parking on the south side of Maxwell to avoid this situation...We will need 100 ft of no parking on the north side of Maxwell, and no parking on the north west corner of Stockton St...an additional 50 ft of no parking on the south west corner of Stockton St for visibility reasons. It is imperative that the entire Ackerman Dr cul de sac be a no parking zone. In the past, we have experienced random truck, mobile units and semi's utilizing our private yard to turn around in.	25	<i>See response 13</i>
26	Wants to receive future information on this item.	26	<i>City to forward information.</i>



STOCKTON STREET

**CITY OF LODI**

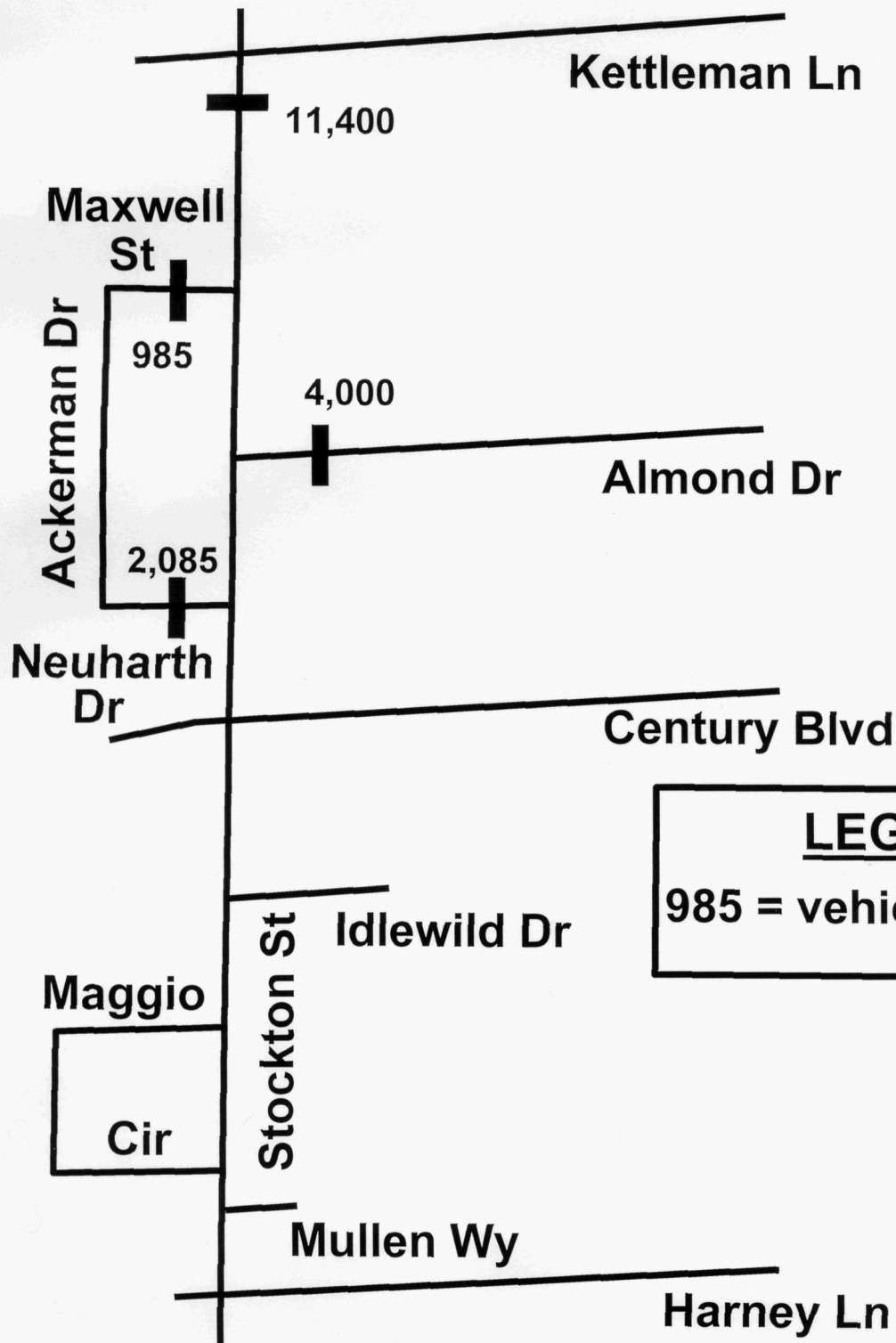
PUBLIC WORKS DEPARTMENT

Vacate Neuharth Dr**Proposed Project
Estimated Traffic Volumes****LEGEND**

1,720 = vehicles per day

**CITY OF LODI**

PUBLIC WORKS DEPARTMENT

Vacate Neuharth Dr**Existing
Traffic Volumes**

CITY COUNCIL

LARRY D. HANSEN, Mayor
JOHN BECKMAN
Mayor Pro Tempore
SUSAN HITCHCOCK
EMILY HOWARD
KEITH LAND

CITY OF LODI
PUBLIC WORKS DEPARTMENT

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(209) 333-6706
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EMAIL pwdept@lodi.gov
<http://www.lodi.gov>

February 18, 2004

City Clerk

H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
D. STEPHEN SCHWABAUER
Interim City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

Affected Property Owner and/or Tenant

SUBJECT: Stockton Street and Maxwell Street Shirtsleeve Meeting

On January 12, 2004, the city hosted a Public Information meeting at Lodi Tent and Awning Company. At the meeting, staff discussed traffic safety improvements for Maxwell Street and Stockton Street. Several businesses voiced their concerns about the recent abandonment of Neuharth Drive/ south end of Ackerman Drive. Exhibit A summarizes the responses to the public comments.

As a result of the meeting, Kishida Trucking tested the proposed Maxwell Street and Stockton Street striping/parking restrictions with a sixty four-foot truck. The field test indicated additional "no parking" is needed, and the two eastbound lanes should not be striped. The recommended improvements are shown in Exhibit B. In addition, staff will pursue widening improvements at the northwest corner of Maxwell Street and Stockton Street.

A City Council shirtsleeve session has been scheduled for February 24, 2004 at the Carnegie Council Chambers, 305 West Pine Street, at **7:00 AM**. The session is informal and open to the public. Staff will be presenting information to City Council for the above described improvements to be implemented prior to abandonment. Enclosed is a summary describing the improvements and the traffic study.

If you have any questions, please feel free to contact Paula Fernandez, Senior Traffic Engineer, at 333-6800, extension 2667 or me at 333-6709.

Sincerely,

F. Wally Sandelin

F. Wally Sandelin
City Engineer

FWS/PJF/pjf

Enclosures

cc: Public Works Director
Senior Traffic Engineer

00915* 19321 1151
LODI TENT & AWNING COMPANY
ELK, PAUL J. & SANDRA K. TR
17 ACKERMAN DR.
LODI, CA 95240

GEORGE KISHIDA
SHIDA, GEORGE JR. ETAL
25 ACKERMAN DR.
LODI, CA 95240

GEORGE KISHIDA JR., ETAL
01 ACKERMAN
LODI, CA 95240

MARY E. ROUPPERT
81 STOCKTON STREET
LODI, CA 95240

CEN-CAL
WEISZ, BYRON L. TR ETA
MAXWELL
LODI, CA 95240

CENTRAL CALIFORNIA AUTO
EC
02 ACKERMAN DR, #1
LODI, CA 95242

HERITAGE CRAFTED
TERIORS
30 ACKERMAN DR, #1
LODI, CA 95240

~~DOACH AUTOMOTIVE MACHINE
REPAIR
30 ACKERMAN DRIVE, #13
LODI, CA 95240~~

~~LODI, CA 95240~~

GARY'S SIGNS & SCREEN
PRINTING
MARKLE, RONNIE G & PATRICIA
1620 ACKERMAN DR.
LODI, CA 95240

RANDY GRANT VALENSIN
1730 ACKERMAN DR.
LODI, CA 95240

DELTA JANITORIAL
GAMBLIN, K. DOUGLAS & RV TR
23 MAXWELL
LODI, CA 905240

CEN-CAL
WEISZ, BYRON L. TR ETA
1615 STOCKTON, STREET
LODI, CA 95240

SCHIMKE, ROBERT C. TR ETAL
33 MAXWELL
LODI, CA 95240

~~GARY NEUVERT CERAMIC TILE
1702 ACKERMAN DR, #1
LODI, CA 95240~~

PROGENITOR
1730 ACKERMAN DR, #4
LODI, CA 95240

FIVE DAY BUS FORMS
MANUFACTURING
1744 ACKERMAN DRIVE
LODI, CA 95240

~~RANDY G. & LYNNE VELENSIN
1702 ACKERMAN DR.
LODI, CA 95240~~

FIVE DAY BUS FORMS
MANUFACTURING
DAMMEL, KENNETH & LAURA
1744 ACKERMAN DR.
LODI, CA 95240

CENTRAL CALIFORNIA FIRE
SYSTEM
WEISZ, WAYNE & MICHELLE TR
43 MAXWELL
LODI, CA 95240

CEN-CAL
WEISZ, BYRON L. TR ETA
40 MAXWELL
LODI, CA 95240

FOSTER LEFDY
27 MAXWELL
LODI, CA 95240

CALIFORNIA AUTO & BOAT
UPHOLSTERY
1702 ACKERMAN DR, #7
LODI, CA 95240

~~CITY WIDE TOWING &
TRANSPORT
1730 ACKERMAN DRIVE
LODI, CA 95240~~

PHIL PENNINO
1502 KEAGLE WAY
LODI, CA 95242